



Traffic and Parking Board

May 19, 2025

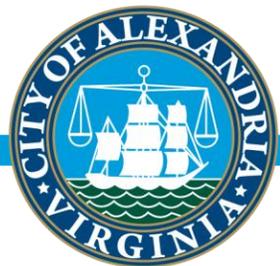
City Hall – Alexandria, VA

Hybrid meeting will start at 7:00 PM



Notice

The May 19, 2025, meeting of the Traffic and Parking Board is being held in the City Council Chambers on the second floor of City Hall (301 King Street, Alexandria, Virginia, 22314) and electronically. Members of the Traffic and Parking Board and staff are participating either in-person or from a remote location through video conference call on Zoom. The meeting can be accessed by the public in-person or via Zoom.



Welcome

Public Hearing:

- Board will receive comments from the public in-person and via Zoom
- 3 minutes per speaker

Three Ways to Speak:

- Via e-mail: signed up in advance
- In-person: use sign-up form at back of the room
- Via Zoom: use 'Raise Hand' feature in Zoom
 - *9 with phone audio



Agenda: May 19, 2025

Welcome & Introductions

1. Deferrals and Withdrawals
2. Approval of Minutes
3. Public Discussion Period
4. Written Staff Updates & Public Hearing Follow-up

Consent Items:

5. Stop Sign Addition – Kentucky Ave & Old Dominion Blvd

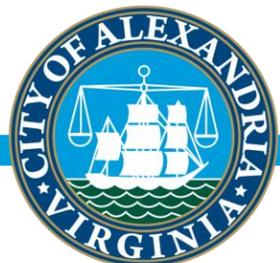
Public Hearing Items:

6. Corridor Improvements – Mill Road
7. Parking Meter Changes – Increase to Parking Meter Rates

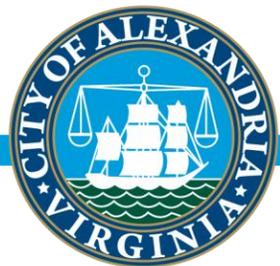
8. Corridor Improvements – Metro Road

Information Items:

9. Staff Updates
10. Commissioner Updates



1. Deferrals and Withdrawals



2. Approval of the Minutes

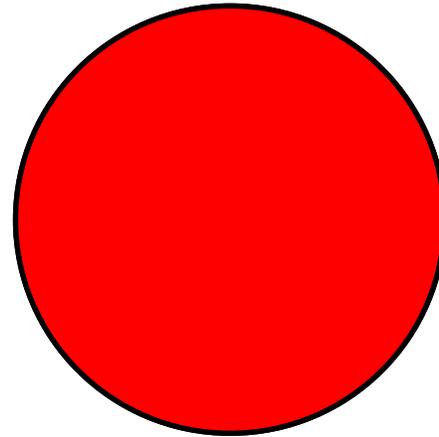


3. Public Discussion Period

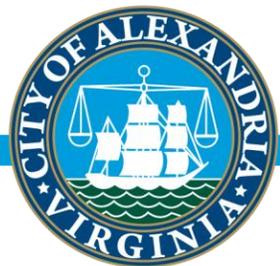


3 Minute Timer

Announcement will sound automatically when time is up



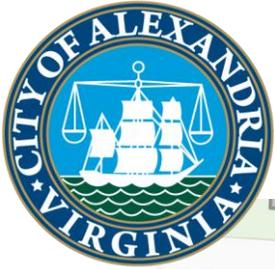
4. Written Updates & Public Hearing Follow-Up



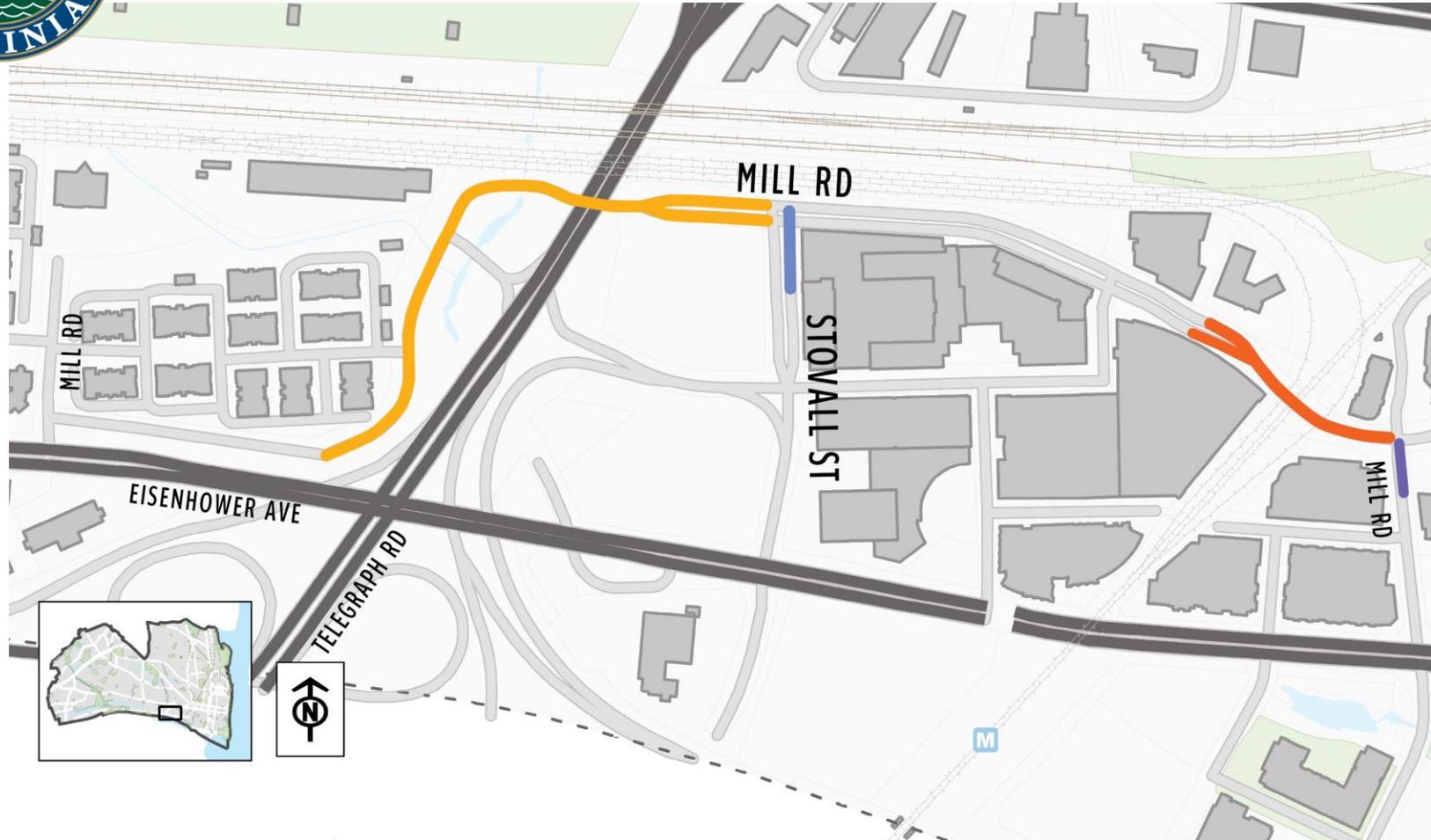
6. Corridor Improvements – Mill Road

Presenter: Bryan Hayes



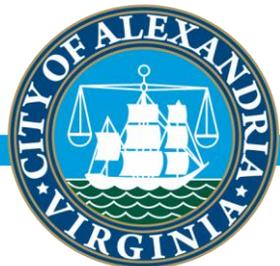


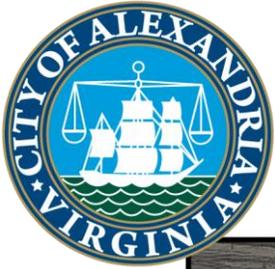
Background & Location



MILL ROAD CORRIDOR IMPROVEMENT PROJECT

-  Mill Road from Cabin Creek Road to Stovall Street
-  Stovall Street at Mill Road
-  Mill Road from 2401 Mill Road to Jamieson Avenue
-  Mill Road at Mill Road and Jamieson Avenue





Background & Location



MILL ROAD

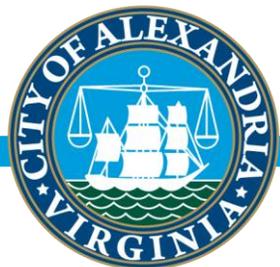
CORRIDOR IMPROVEMENT PROJECT

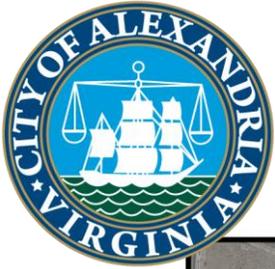
Mill Road from
Cabin Creek Road
to Stovall Street

Remove two general
purpose lanes, one in each
direction

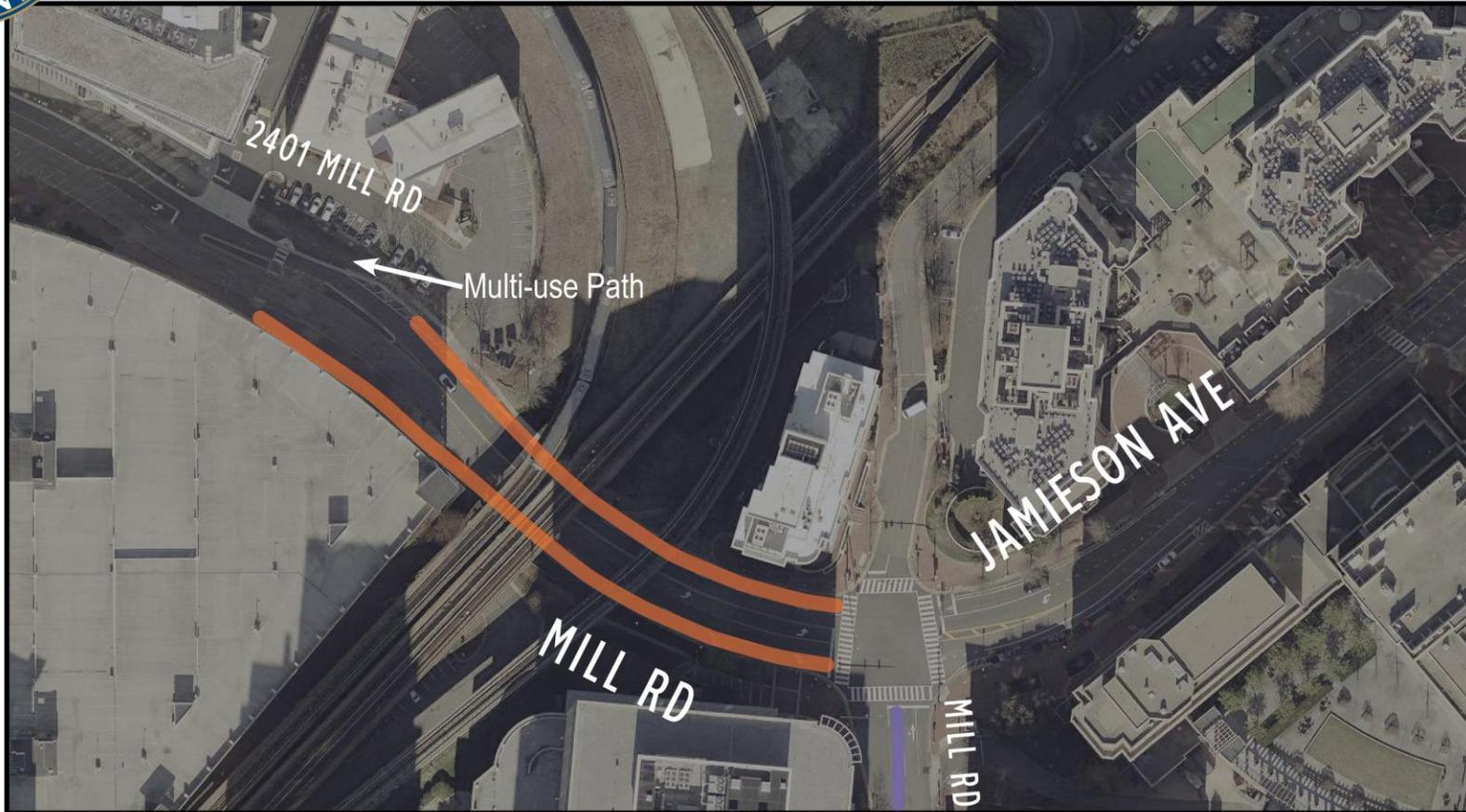
Mill Road at Stovall
Street

Remove one of two
northbound left turn lanes





Background & Location



MILL ROAD

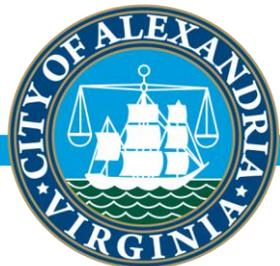
CORRIDOR IMPROVEMENT PROJECT

Mill Road from
2401 Mill Road to
Jamieson Avenue

Remove two general
purpose lanes, one in each
direction

Mill Road at Mill
Road and Jamieson
Avenue

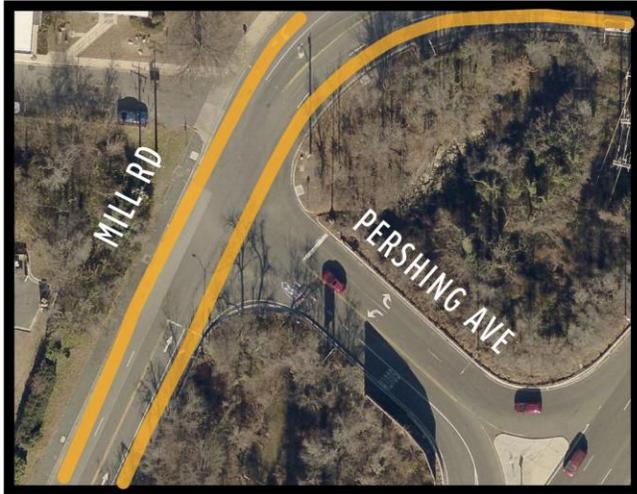
Remove one of two
northbound left turn lanes





Background & Location

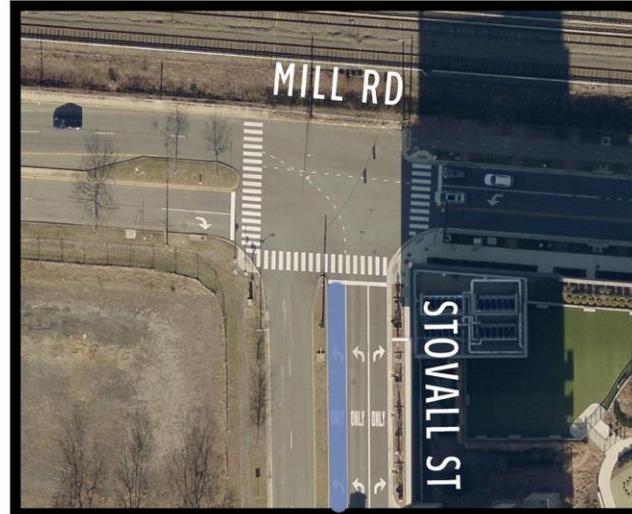
MILL ROAD CORRIDOR IMPROVEMENT PROJECT



Mill Road from Cabin Creek

Road to Stovall Street

Remove two general purpose lanes, one in each direction



Stovall Street at Mill Road

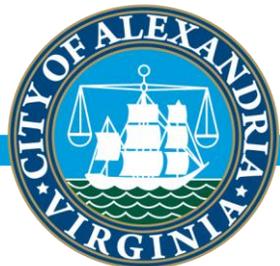
Remove one of two northbound left turn lanes

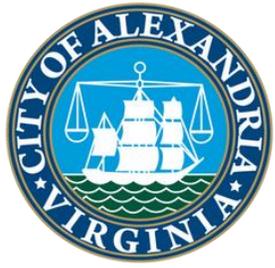


Mill Road at Mill Road and

Jamieson Avenue

Remove one of two northbound left turn lanes





Outreach

- ▶ Community feedback conducted in April 2025
- ▶ Staff posted notice signs at project location
- ▶ Staff conducted stakeholder outreach meetings with stakeholders

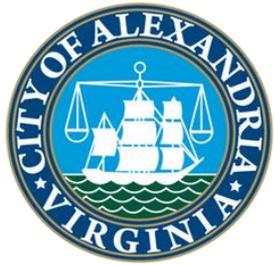




Outreach

- ▶ Protected bike lane concept received broad support across all modes, particularly from people who bike (93%) and walk (76%).
- ▶ The left-turn lane removal (at Stovall Street) had a more mixed response, with greater support from people who bike and walk.
- ▶ Pedestrian and cyclist benefits were rated highly across concepts, suggesting strong community support for enhanced multimodal safety and access.





Recommendation

That the Board recommend the Director of T&ES:

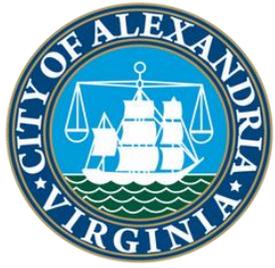
1. **Remove one general purpose travel lane in each direction on Mill Road between Stovall Street and Cabin Creek Road,**
2. **Remove one general purpose travel lane in each direction on Mill Road between Jamieson Avenue and 2401 Mill Road,**
3. **Remove one of two northbound left turn lanes from Stovall Street at Mill Road, and**
4. **Remove one of two northbound left turn lanes from Mill Road onto Mill Road at Jamieson Avenue.**



7. Parking Meter Changes – Increase to Parking Meter Rates

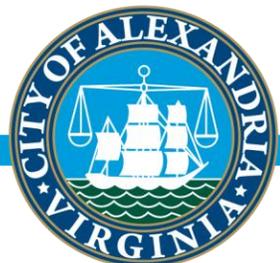
Presenter: Katye North

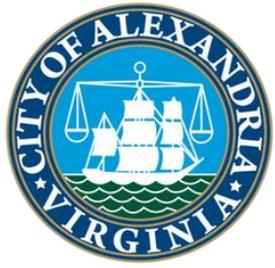




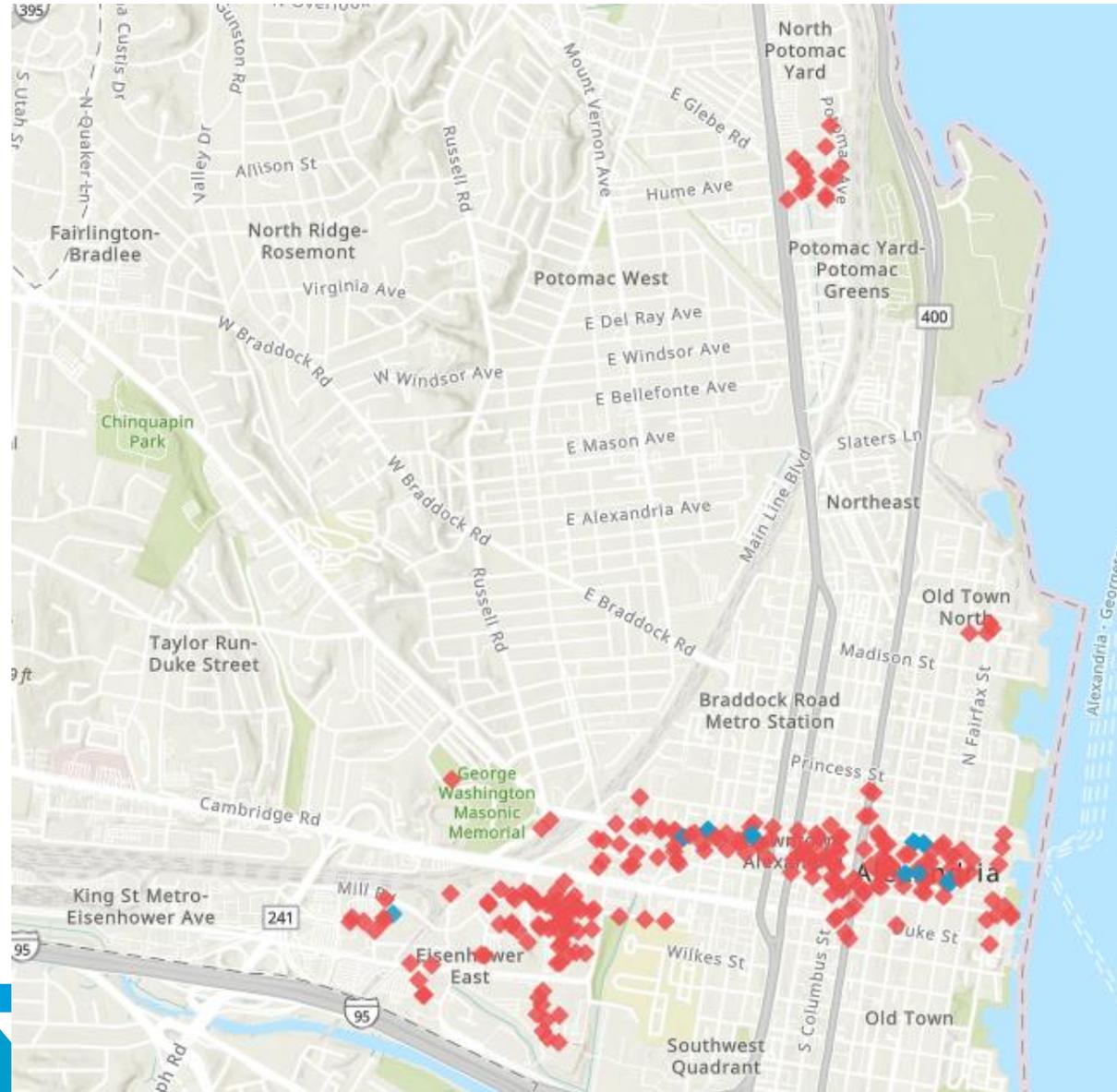
Background

- ▶ City Code Section 5-8-93 authorizes the City Council to establish meter rates by resolution
- ▶ The current meter rate of \$1.75/hr has been in place since 2010, when it was increased from \$1.00/hr
- ▶ Pricing is a key tool in managing parking and has become more important as demand for the curb increases for uses such as parklets, pick-up/drop-off zones, and accessible bus stops



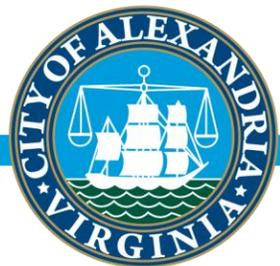


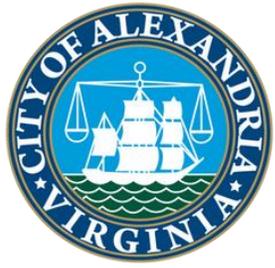
Meter Locations



Meter Type

- ◆ Multi Space
- ◆ Single Space

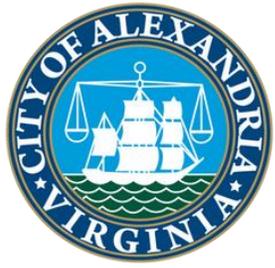




Comparison Table

City	Meter Rate (per hour)
Arlington, VA	\$0.75 to \$4.25 (Arlington is currently doing a performance parking pilot that includes a range of meter rates)
Washington, DC	\$2.30 \$3-\$8 in Performance Parking Areas (U Street, Penn Quarter, Chinatown)
Bethesda, MD	\$2.00-\$2.25
Silver Spring, MD	\$2.00
National Harbor, MD	\$3.00

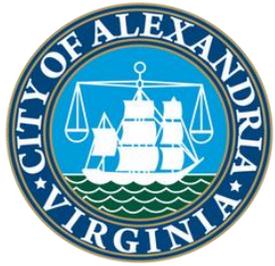




Outreach

- ▶ Staff notified the following groups about this proposed change and the public hearing before the Board:
 - Chamber of Commerce
 - Old Town Business representative
 - Old Town Civic Association
 - Carlyle Community Council
 - Upper King Street Civic Association
 - West Old Town Civic Association
 - North Old Town Independent Citizens Association
 - Old Town North Community Partnership
 - Eisenhower Partnership
 - Potomac Yard Civic Association





Recommendation

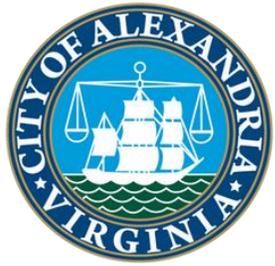
That the Board recommend the City Council approve the resolution to increase the parking meter rates from \$1.75 to \$2.00 per hour.



8. Corridor Improvements – Metro Road

Presenter: Jordan Exantus





Background & Location



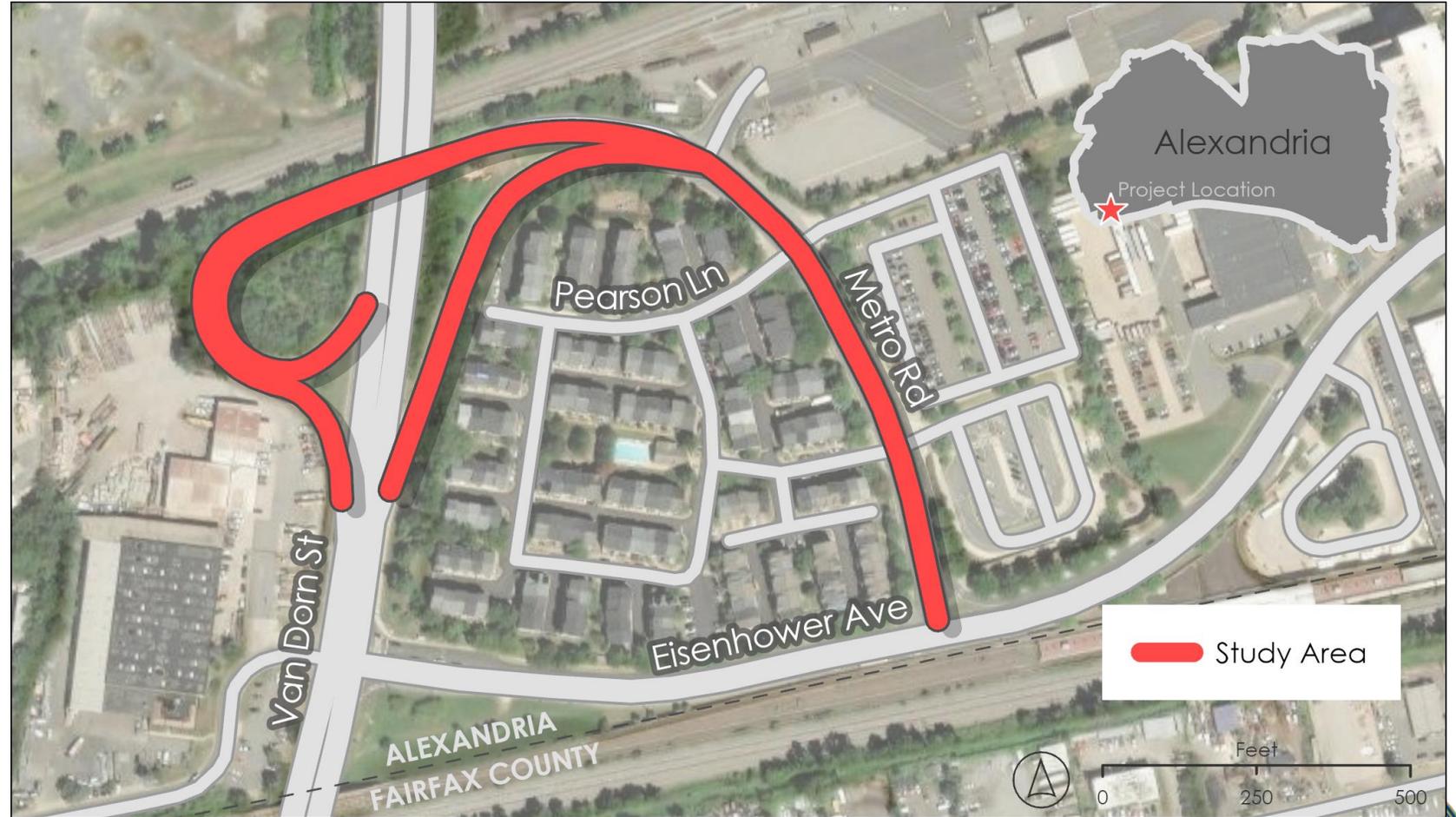
Evaluate Metro Road between Van Dorn Street and Eisenhower Avenue



Mitigate existing and future concerns from upcoming projects and developments



Develop a plan to be implemented with repaving





Project Goals



Improve safety
for all users,
reduce speeds,
limit noise



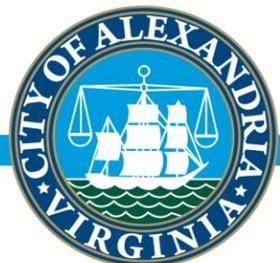
Keep buses
and shuttles
moving



Reduce back-
ups and
congestion



Improve and
maintain
access on
Metro Road



Existing Conditions



Metro Road

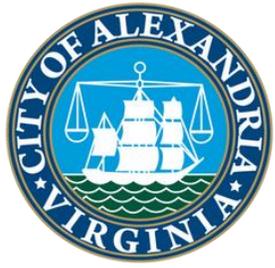
Metro Road

Pearson Lane

Summers Grove Road

Eisenhower Avenue

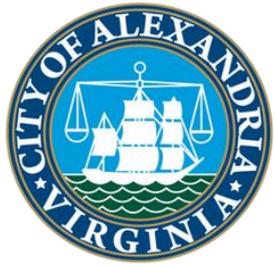




Existing Conditions



Background



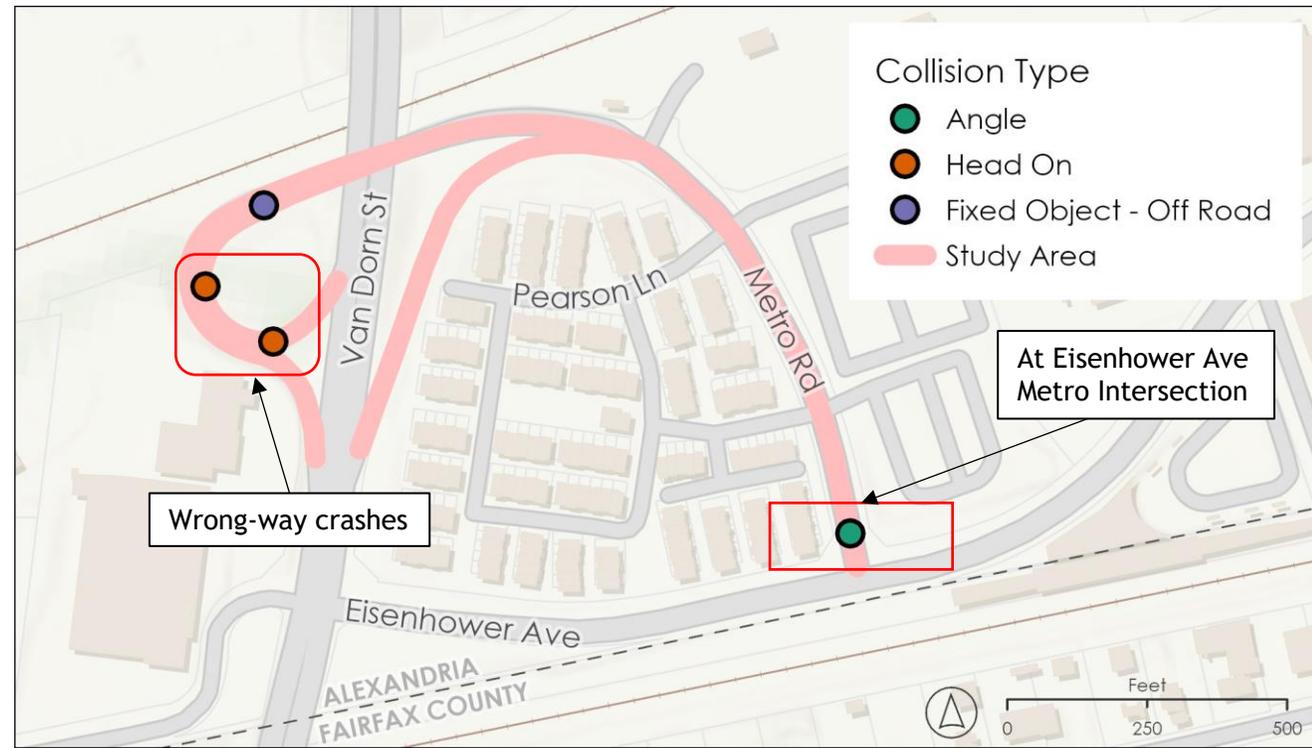
Existing Conditions

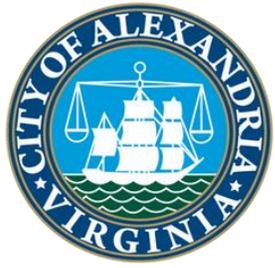
Traffic

- **80% of all Metro Road traffic** is traveling toward Eisenhower Avenue.
- **20%** of the current makeup of all vehicles on Metro Road are **heavy vehicles**.
- **Peak hour volumes:** ~70 vehicles (AM), ~105 vehicles (PM).

Safety

- **Speeding** in excess of the 25 MPH speed limit (31mph-33mph)
- **Wrong-way crashes** within the ramp area
- **Sight distance challenges** at Pearson Lane
- **Red light running** at Summers Grove Road and Metro Road during off-peak hours
- **Poor pedestrian level of comfort** due to lack of buffer between sidewalk and travel lanes and long crossing distances





Outreach

August 2023 – Engagement launched via Eisenhower Avenue Transportation Study

Summer 2024 – Metro Road community conversations

October 2024 – Metro Road-specific outreach initiated

November 2024

- On-site walkthrough and planning meeting with Summers Grove HOA
- Meetings with EWLVD Advisory Group and Eisenhower Partnership

March 2025

- Community meeting with Summers Grove residents to review concepts
- Meetings with EWLVD Advisory Group and Eisenhower Partnership

March–April 2025 – Online survey open for public feedback (57 responses)

- **Top concerns:** speeding, pedestrian safety, heavy vehicle traffic
- **Preferred improvements:** safer crossings, lower speeds, buffers from travel lanes
- Summers Grove residents supported crosswalk improvements and traffic calming

Agency coordination with DASH, WMATA ongoing



Metro Road - Preferred Alternative



Eliminate one northbound travel lane of Metro Road from north of Pearson Lane to Eisenhower Avenue (800 feet) and one southbound travel lane from the South Van Dorn Street ramp to Pearson Lane (350 feet), and

Install a southbound left-turn lane *into the North WMATA Parking Lot.*

Preferred Alternative (Option 1)

● ○ Flexi-Posts

🔄 Retime Traffic Signals

🚌 Bus Stops



Bump out increases sight distance for turning vehicles

Buffer can be reconfigured to turn lane, bus lane, or remain as-is *for future projects*

High-Visibility Crosswalks

Painted Pedestrian island



Prevent illegal turns

Example on Seminary Road - Flexi posts

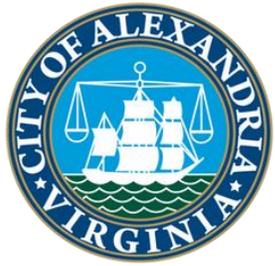
SPEED LIMIT 25

YOUR SPEED 26

- ▶ **Maintain two southbound travel lanes from Pearson Lane to Eisenhower Avenue**
- ▶ **Average ± 10 second time difference between today and future.**
- ▶ **No substantial back-ups on Metro Road.**
- ▶ **Increases buffer between Summers Grove residences and travel lane, can be repurposed in the future**
- ▶ **Reduces speeds entering Metro Road from Van Dorn Street**
- ▶ **No adverse impacts to heavy vehicle turns**

Speed Reduction Markings





Ramp Curve Improvements

Centerline hardening via flexi-posts

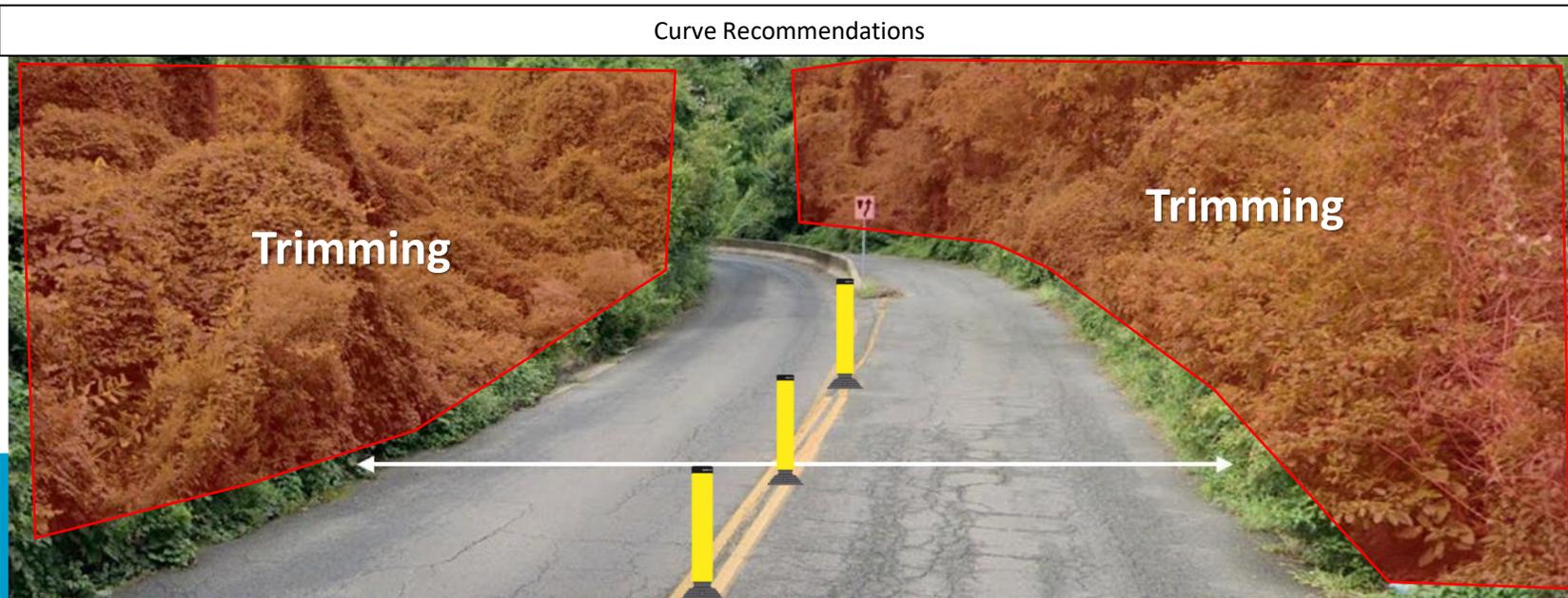
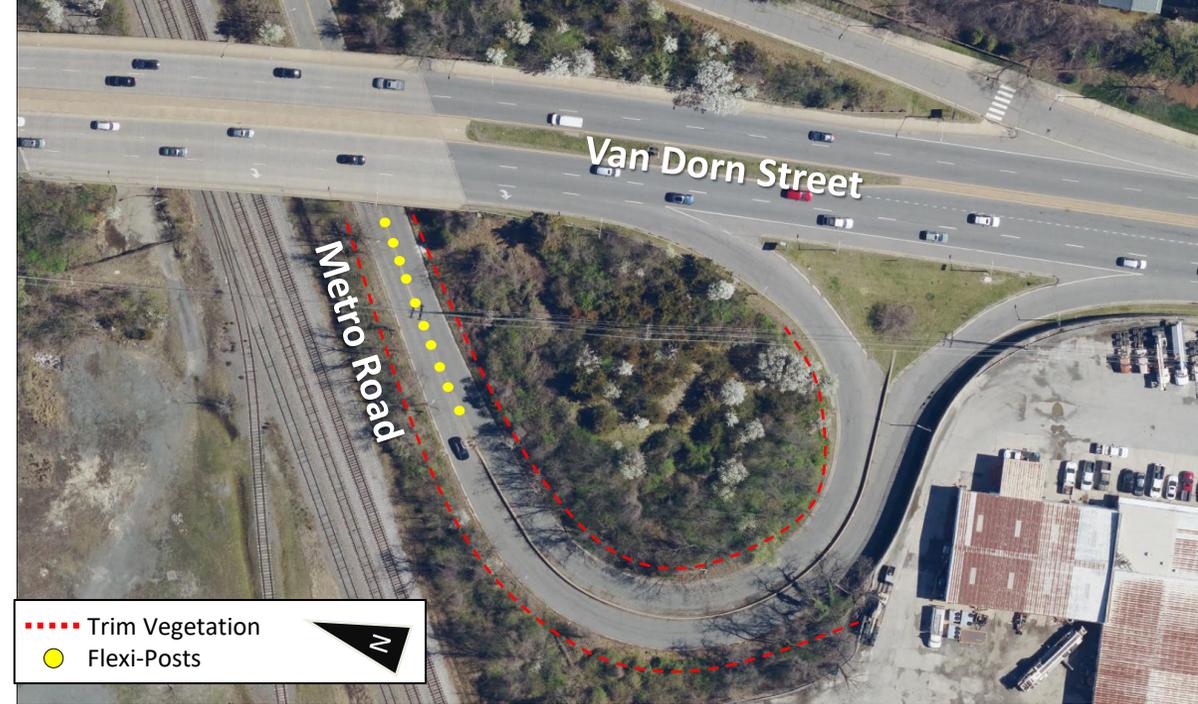
Reduce drivers going the wrong way
Reduce the speeds on and off Van Dorn Street

Install barrier reflectors

Improve visibility at night or when it rains or snows

Trim back vegetation (complete)

Improve how drivers see around curve

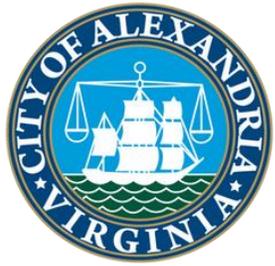




Traffic Volume & Analysis

- Future volumes increase from 3,000 to 7,000 vehicles per day
- **Capacity threshold for resizing: 10,000/day — Metro Road remains well below**
- Updated traffic signal timing will improve operations at traffic signals.
- Turn lanes keep drivers moving - reallocating roadway space to address concerns from the community and improve ped safety
- The operations between the existing configuration and the preferred option are nearly identical, resulting in no difference in queuing.

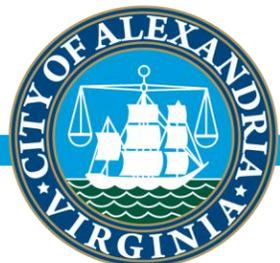




Recommendation

That the Board recommend the Director of T&ES:

1. Eliminate one northbound travel lane of Metro Road from north of Pearson Lane to Eisenhower Avenue (800 feet) and one southbound travel lane from the South Van Dorn Street ramp to Pearson Lane (350 feet), and
2. Install a southbound left-turn lane into the North WMATA Parking Lot



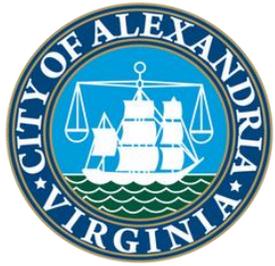
9. Staff Updates



King & Commonwealth Streetscape Improvements Project Update

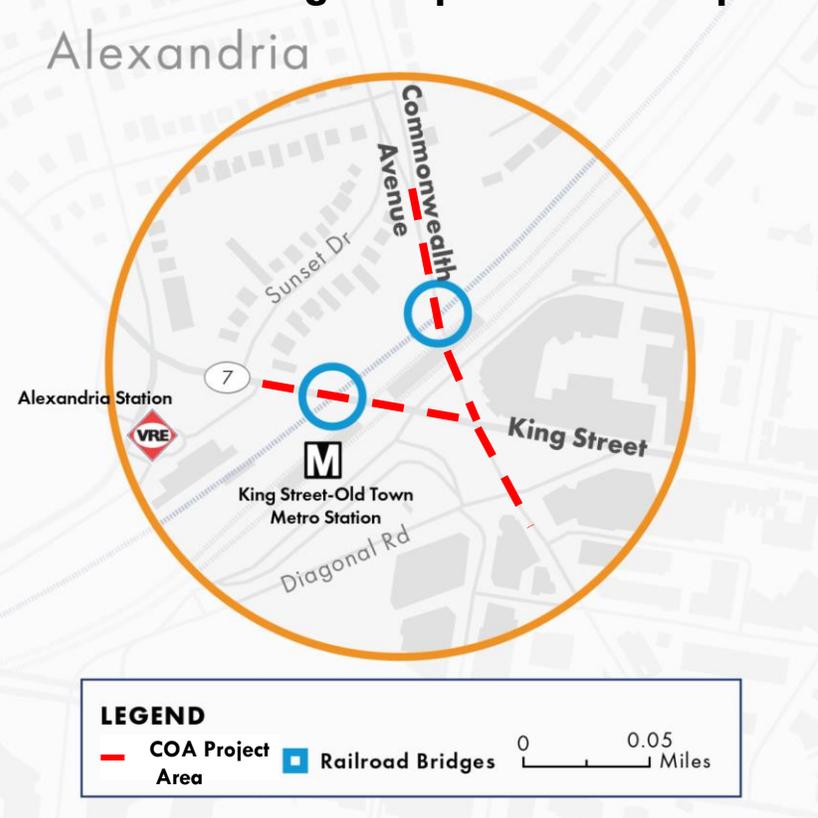
Presenter: Sara Brandt-Vorel



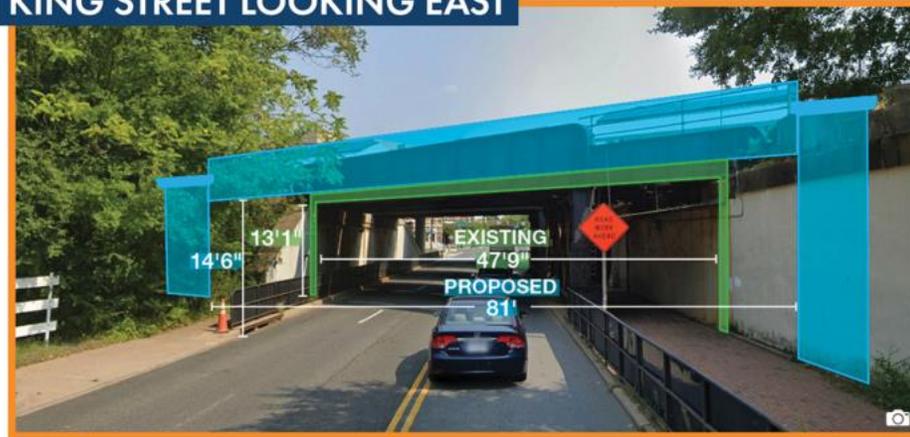


Project Location & Opportunity

VPRA Rail Bridges Replacement Project

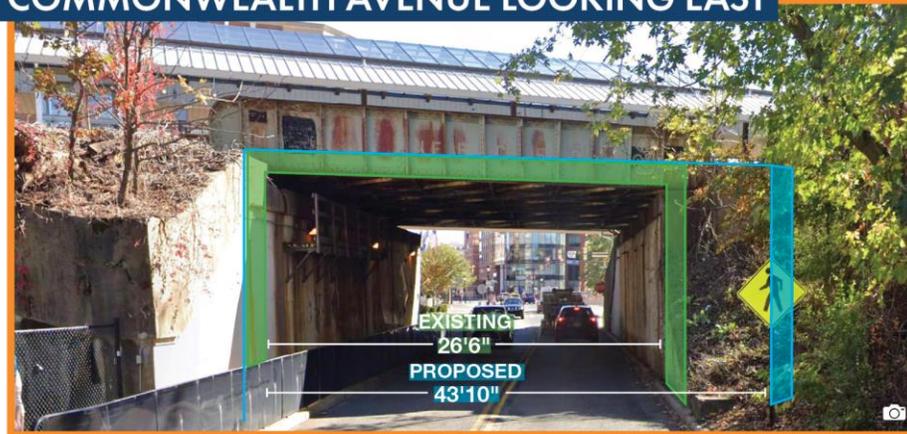


KING STREET LOOKING EAST



Dimensions based on 60% design plans, subject to change

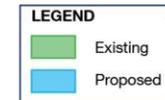
COMMONWEALTH AVENUE LOOKING EAST



+33'



+17'





Existing Conditions



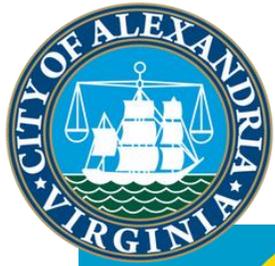
Existing Conditions: King Street



Existing Conditions



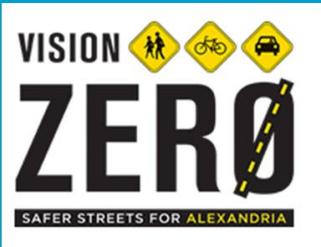
Existing Conditions: Commonwealth Avenue



Project Goals



Create a safer and more navigable street for all users of all ages and abilities.



Address gaps in the City's bicycle and sidewalk network.



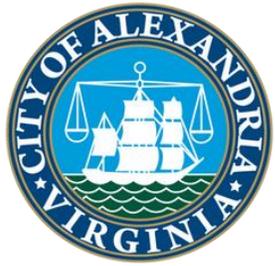
Prioritize safety for all modes of transportation.



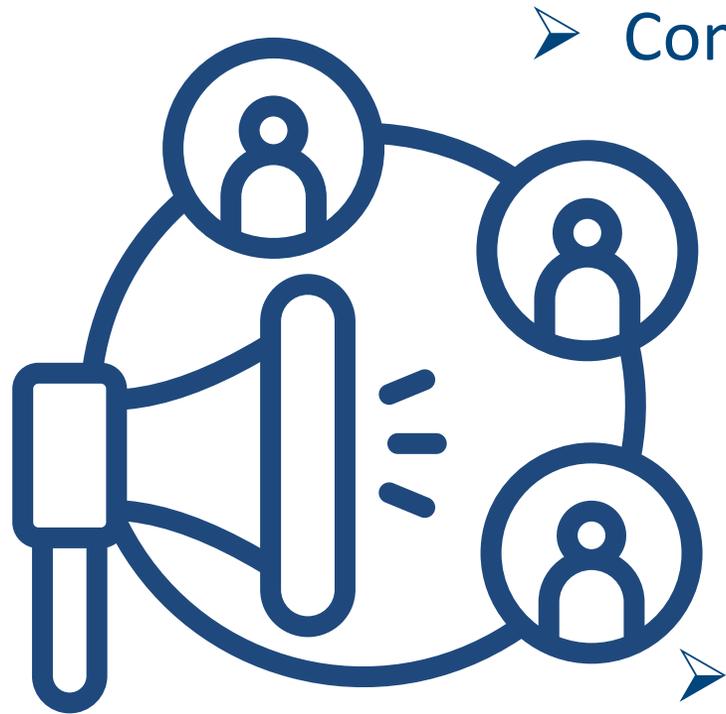
Improve air quality and reduce greenhouse gases.

Encourage sustainable forms of transportation.



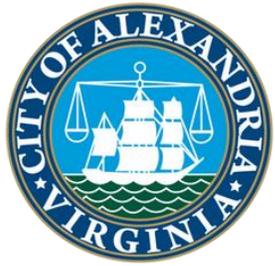


Community Engagement

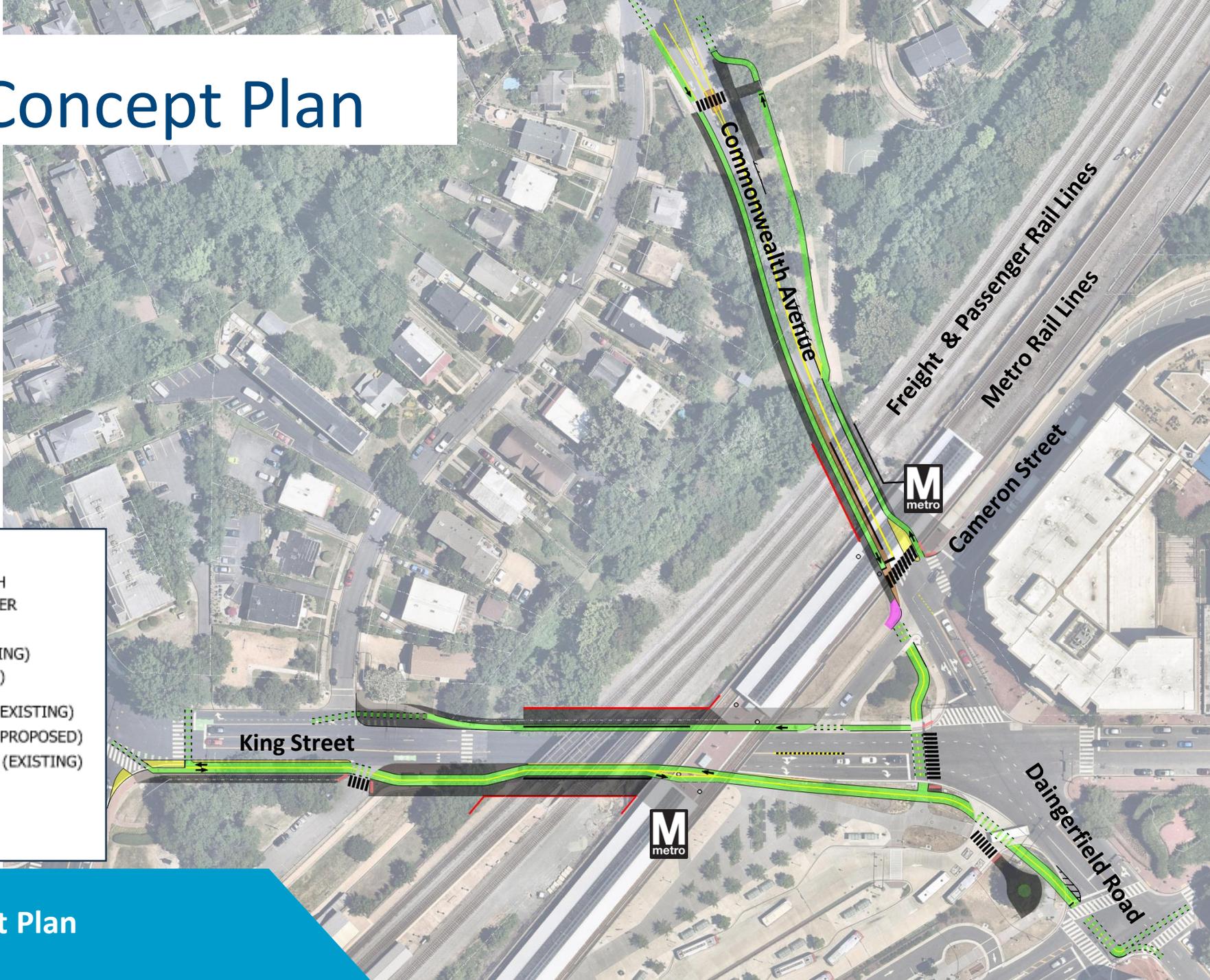


- Community Open House
- Two online feedback forms
 - In person project briefings
- Recorded project presentations
- Direct project emailing



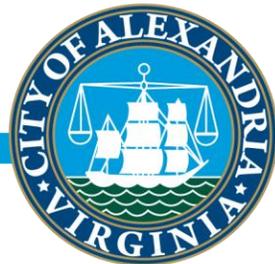


Concept Plan



LEGEND

- BICYCLE LANE
- SHARED-USE PATH
- HARDSCAPE/BUFFER
- REQ'D PAVEMENT
- SIDEWALK (EXISTING)
- SIDEWALK (REQ'D)
- RETAINING WALL (EXISTING)
- RETAINING WALL (PROPOSED)
- SUPPORT COLUMN (EXISTING)
- CURB (EXISTING)
- PROPERTY LINE





Concept Plan: King Street

Wide sidewalks and bike lanes on both sides of King Street

Direct bike lane connection from Commonwealth Avenue to King Street

Bicycle crosswalk

Maintains lane configuration

Improved bicycle and pedestrian connections to Commonwealth Avenue



Concept Plan: Commonwealth Avenue

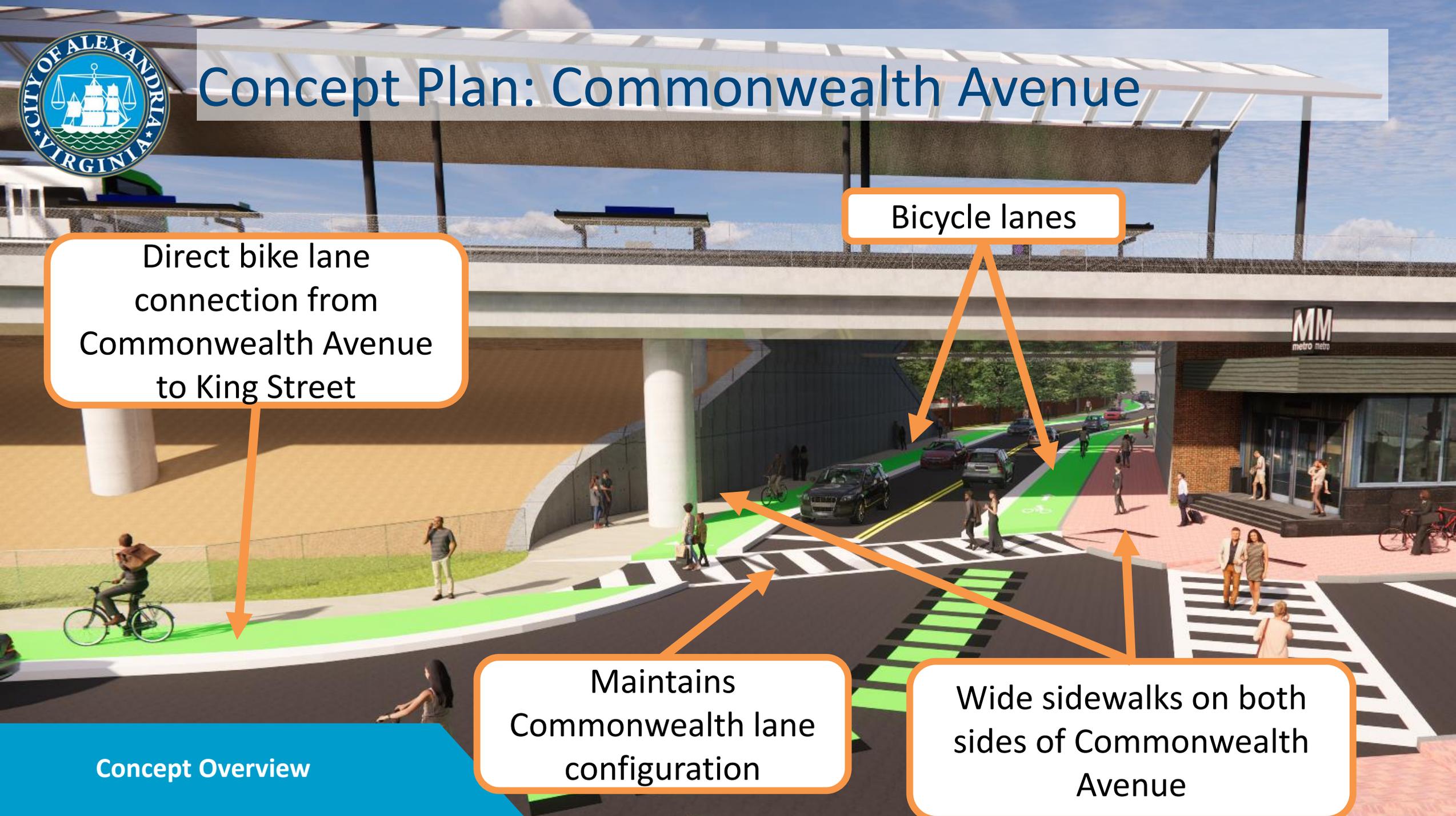
Direct bike lane connection from Commonwealth Avenue to King Street

Bicycle lanes

Maintains Commonwealth lane configuration

Wide sidewalks on both sides of Commonwealth Avenue

Concept Overview

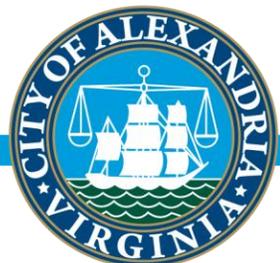




Project Timeline: King & Commonwealth

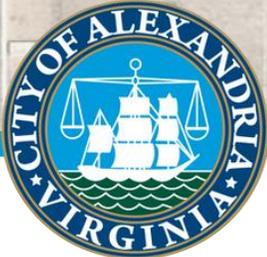
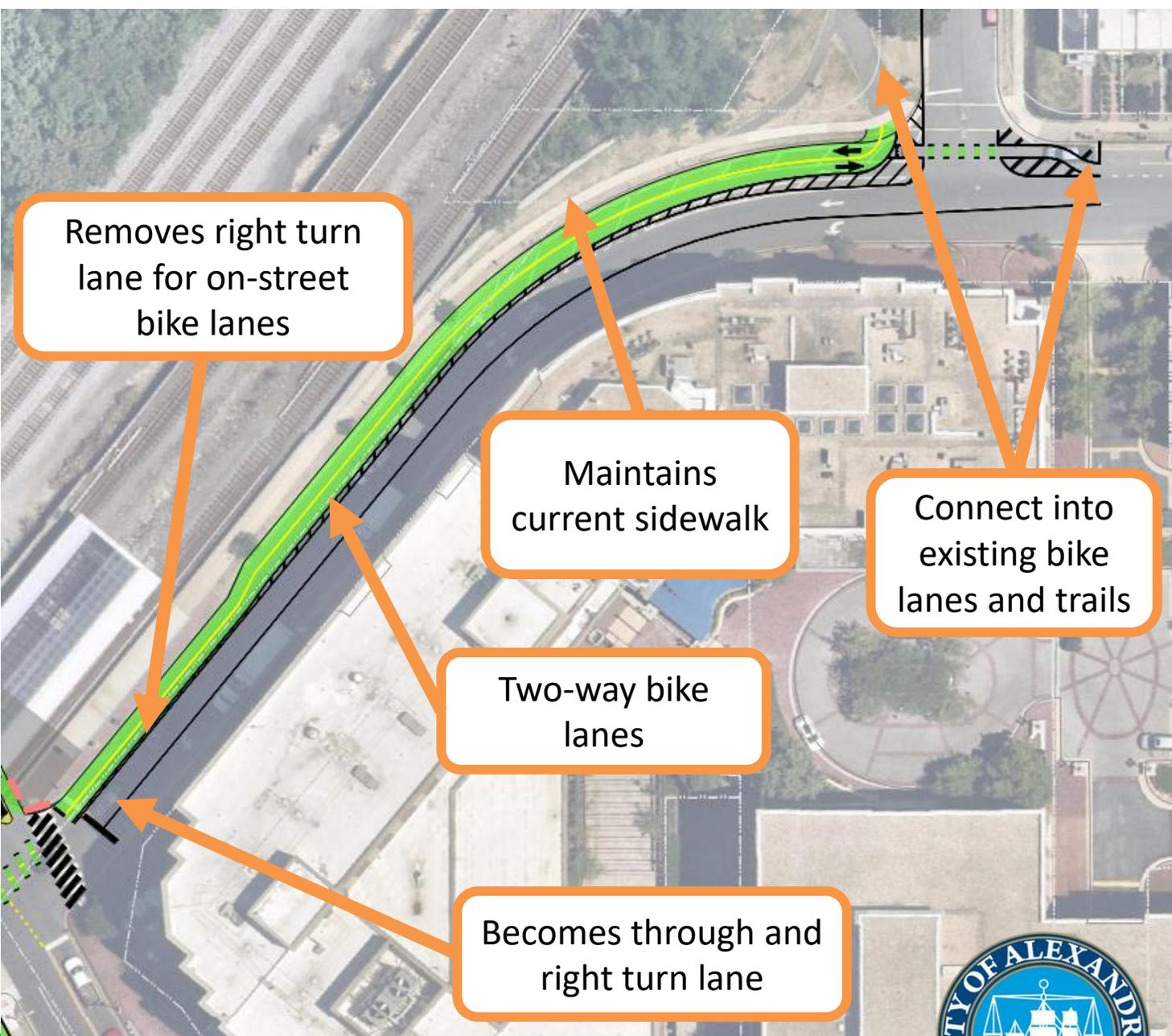


- Construction Goal: 2027-2028
- Intermediate Actions
 - Fully engineered designs
 - Design coordination with VPRA/VRE
 - Seek full construction funding



Cameron Street Bike Lane Idea

- Concept shifted to parallel project to fill in bicycle infrastructure gaps near King Street Metro Station
- Finalizing traffic impact analysis
- Separate review, approval, funding process and timeline from King & Commonwealth Streetscape





Stay Informed

- Visit the King & Commonwealth Streetscape Improvement Project Website: www.alexandriava.gov/go/4899
- Visit the shared project website: www.alexandriava.gov/go/4904
 - King & Commonwealth Infrastructure Investments
 - Links to VRE, VPRA and other nearby projects



10. Commissioner Updates



Next Meeting: June 23

